JUGGERNAUTS TIED UP.

Continued from First Page.

of this company having abruptly left its service, an opportunity is now given to all loyal men who have struck against their will to be reinstated, provided they will make their applications by 12 o'clock noon on Wednesday, January 16. Such men will be given employment (with guaranteed protection) in the order in which such applications are received, and runs and positions assigned them accordingly. Otherwise they will be considered discharged and every vacancy will be filled by a new man as soon as his services can be secured.

Mr. Norion said that no attempts would be nade to run other cars than those of the mail route until to-morrow noon. Tais would give the men ample time to consider the matter, and he elieved that they would consider it reasonably.

believed that they would consider it reasonably. The men will be paid off to-day.

Notice was given by both Presidents Lewis and Norton to the Mayor and Sheriff of the strike, and that the companies would look to the city and county for the protection of their property.

Rewards of \$100 were offered by both presidents to the arrest of any one tampering with the Rewate arrest of any one tampering with the electric wires. Notices were conspicuously posted at all the carhouses and depots setting forth the lties of the law for destroying or interfering penalties of the law for destroying or interfering with property. Police Commissioner Welles said that men would be detailed to protect the cars on the Flatbush-ave. line of the Brooklyn Heights Company as well as the Court-st, line

TRUCKS AND STAGES "TROTTED OUT." Enterprising truckmen with vans did a considerable business in conveying people uptown from the Bridge last evening, and a number of old-

time stages and omnibuses were brought out. No effort was made by the Brooklyn City and Newtown Company to 1un cars on its lines in DeKalb and Franklin aves vostard. DeKalb and Franklin aves yesterday. President Partridge said that he believed the men had



struck unwillingly, being overruled by those of the other companies. Some of the men wanted to go to work, but were stopped by pickets and prevented from so doing. The State Railroad Commissioners will be in

The State Railroad Commissioners are session in Brooklyn to-day, and the matter of the strike will be laid before them. They adjourned last week to continue the trolley inquiry

The attendance at the theatres was seriously The attendance at the theatres was seriously interfered with last evening by reason of the lack of adequate means of transportation, and the residents along the lines of the elevated roads were the chief patrons of the performances. LINES WHICH ARE EXPECTED TO START TO-DAY.

The efforts to run cars on the Court-st. line of the Brooklyn Heights Company ceased at 6:30 p. m., and the current was cut off. The company expects to start the Court-st, and Flatbush-ave, lines to-day, and perhaps some other. There was no disturbance in the course of the evening. The great majority of the strikers went home to spend the evening. A



GENERAL MANAGER SUPERINTENDENT BOGARDUS. QUINN.

meeting of the members of District Assembly No. 75 was called for 1 a. m. to-day, but no intimation was given what the meeting was called upon to consider.

Master Workman Connelly said the reports of the trouble on the Fifth Avenue road were grossly exaggerated. He said he believed that the crowd which interfered with the operation of the cars was largely made up of men not confidence where the labor organization. of the cars was largely made up of heal not con-nected in any way with the labor organization, and that few, if any, motormen or conductors participated in it. He also said that the reports of serious injury to any one were exaggerated. The car was in charge of the starter, whose name is Jackson, and it was said that his head was badly cut by a stone thrown by some one e crowd. He was not much hurt.

WON'T STAND DELAYS OF MAILS.

Postmaster Sullivan said, in regard to interference with the mails, that the delivery of the il on the lines where mailcars are run was delayed, but wagons carried the mail until the cars were in operation. The carriers who have been in the habit of riding on the trolleyhave been in the habit of riding on the trolleycars were also delayed, as some of them had
long distances to walk. Mr. Sullivan added:
"It is the duty of the police to keep order and
protect property so that the mails will not be
interfered with. If they fail the Sheriff, with
the aid of the Governor, is charged with the
duty. If they fail in this the Federal authorities will be called upon. Because the State of
fillinois failed to protect lives and property it
does not follow that the great Empire State will
fail. But if such an emergency arises, I will
report to the Postoffice Department at Washington, and steps will be taken to insure the
adequate protection of the mails."

MAYOR SCHEREN WILL PRESERVE THE

MAYOR SCHIEREN WILL PRESERVE THE

Mayor Schieren was officially informed of the condition of things upon their lines by the presidents of the Brooklyn Heights and Atlantic Avenue companies. He said, in regard to

the tie-up: "I represent the people of the city who stand between the railroad companies and their employes, and are the chief sufferers from the suspension of traffic. I regret that the present state of things exists, and hope it will be speedily ended. The city authorities will do everything in their power to see that the peace of the community is preserved."

Police Commissioner Welles was in constant communication with all parts of the city. He said: "The duty of the police is to enforce order and protect property. Every arrangement has been made to preserve peace and order. The policemen placed upon the cars are there to prevent violence. The strikers have caused us little trouble thus far, and I hope there will be no outbreaks of violence on their part."

AT THE STRIKERS' HEADQUARTERS. CHAIRMAN CONNELLY AVERS THE TROUBLE IS

A LOCKOUT AND NOT A STRIKE. eadquarters of the Executive Board of Assembly No. 75, Knights of Labor, was established yesterday morning at Mugge's Hall, No. 407 Bridge-st., near Fulton. The only general headquarters of the strikers is at this place, where the board, sisting of Martin J. Connelly, chairman; Andrew D. Best, P. J. Collins, John Giblin and one or two s, spent the greater part of the day and night ning, and the question before the board was the course to be pursued regarding the Brooklyn and oney Island road. The demands of the men had reached on all points except the increase in pay of 25 cents a day. Andrew D. Best said be believed there would not be a strike on the road, as the president and the men were close together matters in dispute. Mr. Best said also that no

only a few of the strikers were at Mugge's Hall. structions were given out for them to keep away, cause the Executive Board feared that it might herwise be too much bothered with questions out the status of the strike. Edward J. Feeney. of the State Board of Arbitration, dropped in later

In the afternoon, as a result of a conference that had been arranged with President Slocum, of there had been "a break in the ranks of the com-panies," and that President Slocum had signed an

President Shocum." said John Giblin, secretary the board, "has agreed to the demand that cars run in conformity to the State law, which pro-

we regard this as a sign of weakening on his part."

"Will the board call on Lewis again?"

"Not unless he sends for us."

"Nor on Nerton, or Wicks, or Partridge?"

"Nor."

District Master Workman Connelly, Mr. Best, Mr. Giblin and Mr. Collins called on President Slocum at 11 o'clock, and were in conference with him for a couple of hours. Before they went away they and Mr. Slocum had arranged things amleably and had signed an agreement.

Mr. Slocum's roads were the only ones not tied up, and he got the benefit of the other companies' lost traffic.

In the evening at 8 o'clock there were only one

up, and he got the benefit of the other companies lost traffic.

In the evening at 8 o'clock there were only one or two of the board in attendance, Connelly, the chairman, among them, and the headquarters appeared quieter than ever. Mr. Connelly seemed to think the board would have nothing further to give out. He said it would not meet again till 10 o'clock, and might sit till 1, but by 8:30 a few other members had dropped in and the doors were locked. Pefore this, Mr. Connelly made the statement that the men were still just as solid as they were when they went out.

"I have told you," he said, "that it is a lock-out by the companies; not a strike by the men. We are perfectly willing to sign with all the other companies agreements similar to the agreement we have signed with President Slocum, and have been for the last four weeks."

Still later, about 10:30, Mr. Connelly announced that the board would not meet till 1 a.m., In East New-York, where most of the men live.

ELEVATED TRAINS CROWDED

NO INDICATIONS OF A STRIKE ON THE

TREMENDOUS TRAFFIC ON THE LINES-EVERY AVAILABLE CAR AND EMPLOYE PRESSED

There was no indication last night, as far as a strike on the trolley roads would extend to the elevated roads. A number of the conductors and other employes of both the Brooklyn Union and the Kings County elevated railroads were seen, and they were all of the same opinion—that the men, for the present, at least, had no intention of going on strike, nor did they give the impression that they would even seriously entertain just now any overtures to do so from the surface roads' strikers or anybody else. Their sympathies, however, are plainly with the strikers, who, they say, have many grievances.

the Brooklyn Union road, with its numerous branches, is much larger and more important, both as to the number of men employed, and in the amount of business done. It is also on this road that some of the employes are Knights of Labor

were of the opinion that there was little likelihood were of the opinion that there was little intentions of the employes going out. They said that the late settlement made between the men and the officials was satisfactory for the present, at least. The conductors had received a promise of a raise of 10 per cent in their wages when certain condi-tions were brought about, and they were willing to wait a reasonable time. Although the conduc-tors receive only \$150 a day, while the surface road men got \$2, they had to work only ten hours, and for all overtime received extra pay. Then again, all work over six hours is counted as eight hours, and nine and a half hours counts as a full

was removed that there was a possibility of trouble occurring on the Kings County Elevated Road, but upon investigation it could not be verified. None of the conductors on this road are K. of L. men, the reporter was informed. He was also told that they had no organization and were not in favor of striking. They also have had a promise of an increase of 10 per cent in their wages when business improves, and are content to wait until it does. The employes of this road also work ten

It was said yesterday that a committee from the strikers were at work among the elevated roads' employes, trying to get the latter to join them and make the suspension of transportation practically

Superintendent Isaac D. Barton, of the Brooklyn elevated road, said yesterday that he did not be-lieve the employes of the company would strike, although it was impossible to tell what men might do in times like these. The men he had talked with during the day, he said, seemed contented and

Elevated Road, like Superintendent Barton, of the Brooklyn line, was at work from 4 o'clock yesterday morning, superintending the running of trains. He said that he thought the only effect the strike would have on his road would be to benefit it by greatly increased business. He said that he was not at all uneasy about the company's employes going out on a sympathetic strike.

Mr. Goundle gave it as his opinion that the present strike would not last over three or four days.

GREAT CROWDS ON THE TRAINS.

The strike has increased traffic on the elevated oads to an unprecedented extent. The business ing the hours between 5 and 10 o'clock in the morning and 4 and 9 in the evening it was simply treing and 4 and 9 in the evening it was simply tremendous. The station platforms were crowded and jammed with passengers, and at some of the stations two men instead of one were kept busy selling tickets. The money taken in at many of the stations was three and four times as much as on days before the strike. In the morning the trains were run under three and four minutes' headway, but the time was lessened in the afternoon and evening. As fast as one train pulled out from a station another one drew in. The utmost good humor under the trying circumstances seemed to prevail among both the employes and the passengers. Although the employes were tired last night, many of them having been at work for eighteen or twenty hours, they were cheerful about it, as they will receive extra pay for all overtime. Every available car and engine on the roads was pressed into service yesterday, as well as every available man.

THE BRIDGE PEOPLE NOT PREPARED.

THE BRIDGE PEOPLE NOT PREPARED. The management of the Brooklyn Bridge came in for a good deal of strong criticism during the early ting hours. The passengers on the elevated roads pass on to the Bridge in Brooklyn through two narrow entrances. Yesterday the thousands of people who usually travel on the surface roads and pass through the main entrance crowded the elevated road passageways. There were no extra ticket-sellers put on by the Bridge management to meet the great rush, and consequently long delays were the result. Business men gladly offered ten cents and even more for a ticket, so as to escape the tedious wait in the long lines of buyers. The loss of time was felt particularly by those men and women to whom being late at their work meant a deduction in their day's wages. two narrow entrances. Yesterday the

LITTLE DISPLAYS OF VIOLENCE. THE ATTEMPT TO STOP THE FLATBUSH-AVE.

Contrary to expectations, the Flathush mail car, which started from Flatbush for the Brooklyn Post office at 19:15 a. m., was intercepted and obstructed by the strikers. The car carried the flag of the by the strikers. The car carried the flag of the United States Postal Service, but the strikers disregarded it and did not seem to realize the danger of obstructing the mail. A police sergeant and two patrolmen were on the car, and a crowd of about 100 men gathered around it and hooted the motorman and conductor. Then a heavy iron girder was 100 men gathered around it and hooted the motorman and conductor. Then a heavy iron girder was placed across the track, besides many planks and other obstructions. Presently a farmer came along with his wagon, when the crowd seized the wagon and placing it squarely across the track, clambered into it and jeered at the police, who were, for the moment, unable to clear the way for the mail car. Word had, however, been sent to Captain Buckholz, of the Grant-st. station, and a force of reserves charged and dispersed the crowd with drawn clubs, arresting Peter Butcher, twenty-seven years old, of No. 77 Lott-st., who was charged with being the ringleader of the men. The police and others removed the obstructions from the tracks, and the car proceeded to the Postoffice without further mishap.

car proceeded to the Postoffice without further mishap.

About fifty of the striking motormen, accompanied by many others and a large number of women, made their appearance at the great car-storage station at Third-ave, and Fifty-sixth-st. A few minutes before noon, and began to pile barries and other obstructions on the tracks of the Fort Hamilton line. Several men who were rolling a heavy boulder upon the track were checked by the police, No trouble having been expected at this point, the force of officers was insufficient to disperse the crowd. Reinforcements which were summoned speedly arrived, however, and the men and women scattered like sheep. At the Twenty-fifth-st, station, in Third-ave., although a large crowd was present aid day, there were no manifestations of violence.

There were frequent reports during the day that trolley-wires had been cut by the strikers, but on investigation it, was learned that the power-houses had been in full operation all day and no wires had been cut or interfered with.

DISCONTENT IN JERSEY CITY. A meeting of the employes of the Consolidated Traction Company in Jersey City has been called for Friday evening, at Humboldt Hall. It is reported that some of the men are discontented and that a strike will be considered. The company recently made concessions to the men and effected an apparently satisfactory understanding. The employes sympathize with the strikers in Brooklyn, and will probably take some action to show their willingness to aid them, it is said.

The report that agents of the Brooklyn companies were obtaining recruits among the employes of the Consolidated Traction Company in Jersey City was not believed in Jersey City.

WHAT BOTH SIDES SAY. PRESIDENT LEWIS DECLARES THAT EVERY EFFORT WILL BE MADE TO BUN CARS-

STATEMENT OF THE STRIKERS. President Daniel F. Lewis, when questioned re-

garding the tie-up, said:

It is without any just cause. The demands for increased pay and arrangements regarding labor methods are more than the company can bear. A committee from District Assembly No. 75, which has represented our men for several years, met the company's officers on Saturday, and discussed our propositions, to which the committee objected. I told the committee that if they tied the road up before I could get a circular in the hands of our employes, the public and the company would hold the committee responsible. A circular letter to our men was prepared by Sunday noon, but, it being Sunday, we were unable to set it printed before the men "hald off" for the day. The company appreciates the serious inconvenience which the tie-up will cause to the people, and will make every effort to run its cars.

Mr. Lewis sent a letter to Mayor Schleren, asking for police protection "for the safety of emgarding the tie-up, said:

ing for police protection "for the safety of emletter to the Railroad Commissioners at Albany, inability to accede to the demands of its employes posted in all the company's depots, informing all the men that any who should refuse to take out cars would be discharged; that re-employment would depend upon the fitness of the applicants; that former employes would not be taken back in a body after the engagement of new men; that discharged employes must leave the company's premises or be arrested for trespass; that the company was most desirous of operating its cars for public convenience, and that applications for or any of its depots.

GRIEVANCES OF THE MEN.

The strikers issued a long statement addressed to the public, substantially as follows:

The Brooklyn Heights Railroad Company, having endeavored to force men in the electrical department to take the places of motormen, and, on their refusal, having summarily laid them off, has forced an issue with its employes. It has been clearly demonstrated that the various companies are acting in concert. We realize that the public will suffer inconvenience, but hope we will not be condemned without a full understanding of the situation.

Since the introduction of electricity as a motive power, the number of daily trips has been increased without a corresponding increase of wages. The mental and physical strain on the men has been doubled, but the company refuses to shorten the hours of labor or increase the rate of payment. The men are compelled to lay off for necessary rest more frequently than formerly, and their pay is thereby decreased. The laws of the State provide that no day's work on a surface railroad shail exceed ten hours, but the company refuses to recognize that provision, and insists that its employes shall give some of their time for nothing, and that they shall run "trippers" at will, paying them by the single trip under the pretext of "accommodating the public." The minimum price for running a car is \$1.20 a day, which is little enough for the support of a family, even if the wage-carner should be employed every day. By the company's proposition men would be allowed to earn from 40 to 80 cents a day, which would be "slow starvation or sure death on the instalment plan." While such a plan would increase the payroil, still the maximum wages which "extras" could earn would be refused almost 50 per cent. The companies are prohibited by law from running cars at a rate of speed exceeding ten tolles an hour within the city limits, but not a single company in Brooklyn has attempted to campy with the law. All companies have schedules posted at

"On these grounds," the address concludes, "we ask the indulgence and sympathy of the public to assist us in freeing ourselves from the numerous abuses heaped upon us by the corporations." Resolutions of sympathy with the strikers on the trolley roads were adopted by the regular Demo-cratic General Committee in Brooklyn last evening. The resolutions called upon the United States authorities to cease using ordinary trolley-cars for carrying the mails.

GUARDSMEN DON'T EXPECT TROUBLE.

National Guard headquarters, in the Hall of Rec-ords, and there the members of the Second Brigade assembled last night and everything passed as usual. Colonel J. B. Frothingham said that no official ades of any kind had been received about the strike It was not likely that the guardsmen would be

NO FEARS OF A STRIKE HERE, EMPLOYES OF CABLE COMPANIES IN THIS CITY NOT KNOWN TO BE DISSATISFIED.

its offices freely open to its employes at all times. good hard common-sense, when there are so many country out of work, to hang on to their jobs. We employ a oally average of about 300 gripmen and

and we advanced their wages from \$2.25 to \$2.40 a day. This is the highest rate of wages paid for the same amount of mileage and number of hours work by any street railway company in this part of the country for one-car service. On our Broadway schedule we count upon six round trips of ten miles godsend to his people.

WM=H-JACKSON=&(O

Broadway, Union Sq. and 18th St.

HEADQUARTERS

Mantels, OPEN FIREPLACES FIXTURES & TILES.

Elegant Stock, Best Service, Maker's Prices.

each (five miles each way) being run in nine and one-half hours. That constitutes a day's work. If a gripman, on account of blockades or legitimate delays, can make only five round trips, and when he arrives at the uptown terminus of FAIY-hinth-st, his hours of service are completed, he is relieved and gets a full day's pay, just the same as if he had made the six trips. On our Columbus-ave, line, the terminus of which is at Ninety-eighth-st, the distance to the Battery and back is about four-teen miles. There we require only five round trips a day to be made, but if for good and sufficient reasons it is impossible for the gripman to make them, he gets his full day's pay the same as on the Broadway line. On both lines the 'extras' get paid according to the work they do. Our cable car conductors receive a uniform rate of \$2 a day, and I have no knowledge of any dissatisfaction among them.'

The New-York street railway people who were seen yesterday, while they did not wish to be quoted, were of the opinion that the Brooklyn strike would be short-lived. Said one official: "There are too many tile men in the country for such an attempt on the part of the strikers to succeed."

mained about the car-houses. A number of police guarded the depots, but had little or nothing to do At the Bushwick depot, at Myrtle-ave, and Pal-metto-st., a large crowd of the strikers assembled. They remained about the building until after dark. Police Captain Kitzer said last night that he was fully prepared and ready for any emergency.

President Partridge, of the Brooklyn City Com

pany, was seen yesterday at the company's office. In speaking of the tleup he said he was sorry for the stand the men had taken. He be-lieved, he said that many of the men had gone out their willingness to return, and, in his opinion, the majority of the men were perfectly satisfied with the offer the company had made them. "The agreement," said he, "was equivalent to an increase of 125 cents a day, and would have been according to milease. No man would have been according to milease. No man would have made less than \$1 a day and trippers \$150."

Colonel Partridge said that the company would attempt to run out a car the first thing to-day. He did not think, he said, the strikers would interfere, and anticipated no violence.

There was a large number of applicants at the offices of the company for places. Colonel Partridge further declared that he would insist that in the future the strikers return to the employ of the road only as individuals. He said that, though he favored union labor, it was time to put a stop to men being dictated to by leaders.

ONLY SYMPATHY FROM NEWARK. It was rumored yesterday morning that efforts were being made to induce the employes of the trolley lines in Newark and its vicinity to strikin sympathy with the men in Brooklyn. m sympathy with the near a broader with motormen and conductors say they sympathize with the men in Brooklyn, but their own grievances were put into a fair way for settlement at a meeting of a committee representing them and the managers on Sunday, Desember 22, and therefore they have nothing to complain of.

NO TROUBLE IN LONG ISLAND CITY. District Workman Peter Hunt, of the Steinway trolley road, in Long Island City, said yesterday that there would be no strike among the em-ployes of that railroad. "We have no grievance whatever to complain of," he said, "and every con-cession we have asked of Superintendent William

called on Superintendent Chambers to see him bout increasing the pay of the men to \$2 % a day The superintendent explained that the road had passed into new hands, that considerable money had been spent in improving the route, and that had been spent in improving the rotate, and the road was not in a position to grant an increase. The superint ndent, however, shortened the hours of the men, and made a promise that any motorman who dinot have any complaint against him for a year should receive 15 at Christmas. This was entirely satisfactory to the men.

NEWS OF THE ARMY AND NAVE

Washington, Jan. 14 (Special).-The following Naval orders have been issued: Naval Cadet A. W. Hines has been detached from the Raleigh and orered to the Olympia; Lieutenant F. W. Ryan de

The following Army orders have been issued: The leave of absence granted to First Lieutenant Will-

Columbia is at the Norfolk Navy Yard, where she will undergo repairs, preparatory to joining the North Atlantic feet, which is to rendezyous in Hampton Roads this week.

MUCH SUFFERING IN NEBRASKA. Chicago, Jan. H.-F. G. Ensign, superintendent of

E. B. Austin, of Zimmer, Neb., is in the city to

OBITUARY.

CHARLES C. LEIGH.

his home, No. 71 Pineapple-st. He was eighty-two years old on Christmas Day. For many years he had been one of the active advocates of temperance and prohibition. He was born in Philadelphia, and when he became of age he removed to Brooklyn and engaged in business, from which he retired ten years ago. His death was due to an acute fit of years ago. His death was due to an acute fit of coughing and impaired vitality, caused by old age. He went to church on Sunday, and arose, as usual, yesterday morning, but he was seized with a fit of coughing later. As long 1go as 1850 he was active in temperance work, and he was elected a member of Assembly on the temperance ticket. Mr. Leigh was active in the anti-slavery movement and afterward in the Freedmen's Ald organization. Mr. Leigh did much work in aiding the negroes, and went South several times. He had passes from President Lincoln, General Grant and Secretary Starton. To carry on the work he went to Europe and sought assistance, with much success. Mr. Leigh actively promoted the laying of the Methodist Episcopal Church, and delivered many public addresses and sermons. A few years ago he was the Prohibition candidate for Mayor of Brooklyn. Mr. Leigh was vice-president and chaplain of the Society of Old Brooklynites and a member of the Sands Street M. E. Church. His funeral takes place this evening.

Asbury Park, N. J., Jan. 14 (Special).-Captain Lambert Edwards, keeper of United States Life Saving Station No. 6, at Deal Beach, died at his home in Loch Arbour last night of consump rescuing the crew of the Windermere, a vessel wrecked off Deal Beach in a flerce gale on a March night in 1833. He never fully recovered from the night in 1835. He more apposure, which finally developed consumption.
Captain Edwards had been in the life-saving service for seventeen years. During the last twelveyears he had been in command of station No. 6.
Thirteen vessels had been wrecked along his puriod in that time, and Captain Edwards had assisted at the rescue of hundreds of seamen and passengers. He was known as a brave officer and an upright man.

Henjamin Van Brunt, through seniority of service, succeeds Captain Edwards as commander of station No. 6.

PROFESSOR JOHN R. SEELEY.

was in his sixty-first year. was in his sixty-first year.

He was born in London in 1834, and was educated at the City of London School and at Christ's Colege, Cambridge. In July, 1858, he was elected a fellow of his college, and lectured there for about two and one-half years. After a short period spent two and one-half years. After a short period spent in teaching the classics in his old school, he became in 1833 professor of Latin in University College, London. The Queen, on Mr. Gladstone's recommendation, appointed him professor of modern history at Cambridge, in October, 1893. Professor Seeley was the author of various works on classical and historical subjects, but his most important book was "Ecce Homo: A Survey of the Life and Work of Jesus Christ," published anonymously in 1865. It went through several editions, and aroused great interest in the religious world.

THE REV. DR. HICKOK'S WIDOW DEAD, Amherst, Mass., Jan. 14.-Mrs. E.fzabeth Hickok, aged ninety years, died yesterday, after a brief Laurens P. Hickok, D. D., LL. D., one of the most Laurens P. Hickok, D. D., L.L. D., one of the most learned of American philosophers, who was at different times professor of theology at the Western Reserve College, professor of Christian theology at Auburn Theological Seminary, and president and professor of mental and moral philosophy of Union College. Mrs. Hickok was a woman of remarkable vigor, which enabled her, until her last sickness to devote much time to charitable work, in all branches of which she was deeply interested.

THE WEATHER REPORT.

FAIR AND WARMER WEATHER LIKELY.

risen. It has also risen east of the Mississippi Valley. An area of high pressure of little intensity is central in South Carolina and a second high pressure of slight energy is central in Western Montana. The low area pressure noted in the Northwest has moved slowly eastward, and is is an C. Butier, quartermaster 3d Infantry, is ex-

as in the Lower Mississippi Valley. Generally far the will previal in other districts. Higher tempera-ies indicated in all districts east of the Mississippi, I lower temperature in the Upper Mississippi Valley the Northwest, changes in temperature in the South-

fersey, fair, westerly winds.

The "Grip" is here again,

but in a lighter form than heretofore, and probably with less fatal results. When one gets in its grasp, unless he or she is strong physically, the little germ, or wizard, or demon, or whatever it may be termed, gets such a hold that it is very difficult to shake it off, and unless great care is taken, Pneumonia, Bronchitis or Consumption is liable to follow.

There are two things that must be done when recovering from the Grip. One is, thoroughly protect the feet from becoming wet or chilled; otherwise you are almost sure to take a fresh cold, which is very bad. The other is, that you must take Scott's Emulsion of Cod-liver Oil and Hypophosphites without fail. This is just as essential as it is to take your meals. It will nourish you. It will stimulate your appetite for other food. It will heal the irritation of the Throat and Lungs, and will cure the lingering Cough and strengthen and fortify your system against further attacks.

Your doctor will verify this statement. You don't want Cough remedies, but you want exactly this combination-Cod-liver Oil emulsified and made easy of assimilation; the Hypophosphites, a strengthening and stimulating tonic which aids the digestion of the Oil, and the Glycerine which allays the irritation and is a splendid vehicle for the introduction of both the Oil and Hypophosphites into the system. This grand combination is almost an absolute necessity for the proper recovery from this peculiarly distressing malady.

SCOTT & BOWNE, NEW-YORK. ALL DRUGGISTS. 50 CENTS AND \$1.

Charles C. Leigh, one of the old and respected residents of Brooklyn, died yesterday morning at

CAPTAIN LAMBERT EDWARDS.

London, Jan. 14.-Sir John Robert Seeley, K. C. M. G., M. A., professor of modern history in Cambridge University, died suddenly last evening. He

Binghamton, N. Y., Jan. 14.-A dispatch from Los Angeles, Cal., announces the death at that place of J. K. Welden, of this city, a member of the of J. K. Welden, of this city, a member of the firm of Sisson Brothers & Welden, one of the leading drygoods houses of this part of the State, and ex-Mayor of Binghamton. Mr. Welden left here three weeks ago, hoping that his health would be benefited by the milder climate of the Pacific coast. The cause of his death was pneumonia.

Rochester, N. Y., Jan. H.—Samuel C. Worden, and restauwho has been connected with hotels and restau-rants in this city and Buffalo for the last thirty years, died this morning, aged seventy-two years. He was born in Newburg.

DETAILED FORECAST FOR TO-DAY.

TRIBUNE LOCAL OBSERVATIONS. HOURS: Morning. 1 2 3 4 5 6 7 8 9 10 12 1 2 3 4 5 6 7 8 9 10 11

was fair and warmer. The temperature ranged between 15 and 32 degrees, the average (27%) being 2% higher than on Sunday, and 8% lower than on the corresponding day lower team.

cholis, Locomotor Ataxia, Insomnia, Epilepsy and general systematic weakness, take Cerebrine. For Functional and Organic Affections of the

For Nervous Prostration, Hysteria, Brain Fag. Hypochondria, Nervous Dyspepsia, Melan

Spinal Cord, take Medulline. In Depression of Spirits and Melancholia, due

to a weak state of the Generative System, Impotence, Atrophy of the Organs, Spermatorrhoes, &c., use Testine. For Functional Weakness of the Heart, resulting from general or local Nervous Debility; in Organic Disease, when the action of the Heart requires to be strengthened or rendered regular; Dropsy, Bright's Disease and Anaemia, take

Cardine. In the latter condition Cardine acts with great certainty in increasing the quality of the red blood corpuscles. For Myxoedema, Goitre, Eczema, and Obesity. take Thyroidine.

Women

For Congestion of the Ovaries, Chronic Inflammation of the Ovaries, imperfect development of the Ovaries, Neuralgia of the Ovaries, Amenosrhoea, Chlorosis, Hysteria, Neurasthenia, and during the Climactric or change of life, take

Above are the indications for the use of THE

ANIMAL EXTRACTS

Prepared according to the formula of Dr. Wm. A. Hammond,

In his laboratory at Washington, D. C.

The uniform dose of any of the Extracts to 5 drops (minims) two or three times daily. The immediate physiological effects produced are as orientation of the pulse with a feeling of fuiness and distention in the head, exhitaration of spirits, increased urinary excretion, augmentation of the expulsive force of the bladder and peristatic action of the intestines, increase in muscular strength and endurance, increased power of vision in elderly people, and increased appetite and digestive power.

FOR SALE BY ALL DRUGGISTS THE COLUMBIA CHEMICAL CO. Washington, D. C.

Sales by Anction.

EDWARD SCHENCK, AUCTIONEER. An Absolute Sale Messrs, RADKE, LAUCKNER & CO.,

On account of dissolution of partnership, owing to the death of Mr. Lauckner, will take place at the Schenck Art Gallery, NO. 85 LIBERTY ST.

On Wednesday, Thursday & Friday, Jan. 16, 17 and 18, 1895, each day at 2 o'clock P. M., of all their frames, wholesale and retail stock of Engravings

ncluding productions of the most renowned American one Foreign actists. NOW OF EXHIBITION WITH CATALOGUE. AMES P. SILO, AUCTIONEER.

Etchings,

Commencing Tuesday, January 15, and following days, ABSOLUTE SALE

Bric-a-Brac and Art Treasures,

Being the Entire Stock and Fixtures of A. M. LION, NO 434 5TH AVENUE, Retiring from Business. NO. 43 LIBERTY STREET.

EACH DAY AT 1 O'CLOCK. NOW ON EXHIBITION. CHARLESTON, SUMTER AND NORTHERN CHARLESTON, SUMTER AND NORTHERN
Railroad Company. Master's rale of Railroad.
Notice is bereby given that in pursuance of a decree
of the United States Circuit Court for the District of
South Carolina, dated January 14, 1803, and made us the
causes entitled Alfred A. Howlett vs. The Charleston,
Sumter and Northern Railroad Company, and the Atlante Trust Company vs. the Cherleston, Sumter and
Northern Railroad Company, the undersigned, as appending
master, named in said decree, will sell for cush, at public auction, to the highest bidder, at twelve o'clock, noon,
at the depot of the Charleston, Sumter and Northern
Railroad, in the city of Charleston, in the State of South
Carolina, on the different day of February, A. D., 1895,
the following described property of the Charleston, Sumter and Northern Railroad Company.
All, and singular, the lands, lenements and herdita-